

This record is a partial extract of the original cable. The full text of the original cable is not available.

UNCLAS SECTION 01 OF 02 ANKARA 003736

SIPDIS

DEPT FOR EB/TRA/OTP AND EUR/SE
PARIS FOR TSA
BRUSSELS FOR FAA
DHS FOR TSA
DEPT PASS TRANSPORTATION DEPT

SENSITIVE

E.O. 12958: N/A

TAGS: [FAIR](#) [PTER](#) [TU](#)

SUBJECT: GOT REACTION TO TSA EMERGENCY AMENDMENTS

Sensitive but Unclassified. Please Handle Accordingly.

Ref: (A) Knudsen/Sirotic 6/30 Email
(B) Aguilar/Sirotic 6/30 Email
(C) Ankara 3676

11. (SBU) Summary: Embassy and TSA personnel briefed GOT agencies, airport authorities, carriers and the airport security contractor on the June 29 Emergency Amendment and Security Directive. GOT officials said they would cooperate in implementing the new requirements, but maintained that screening of all passengers would create massive delays and might not be feasible. Explosive trace detection devices for use at Istanbul Ataturk Airport are in Turkish customs and are slated to be delivered sometime in July. Aviation officials are trying to expedite customs clearance. The investigation into the June 29 explosion on a Turkish Airlines plane parked at Istanbul Ataturk Airport is continuing. End Summary.

12. (SBU) The Embassy transmitted Transportation Security Administration (TSA) Emergency Amendment (EA) and Security Directive (SD) (refs A and B) via diplomatic note on June 30. Econoff and Econ Specialist also met with Turkish National Police (TNP) and Directorate General for Civil Aviation (DGCA) officials on June 30 to discuss the EA/SD. TSA Paris Representative Nouri Larbi, who is TDY in Istanbul, advised post that he briefed airport and air carrier personnel on the new requirements on June 30 as well.

13. (SBU) Mustafa Bal, Head of TNP's Protection Division, and Turgay Sahan, of the TNP's Airport Division, told us that GOT authorities would approach the EA/SD "positively" and do everything possible to cooperate with U.S. requirements. Sahan argued that some requirements, particularly 100 percent physical screening of passengers, are feasible if there is reason to believe that a specific threat to a specific flight exists. However, implementation for each and every U.S.-bound passenger would be impractical or impossible to carry out on a regular basis. Sahan added that Gozen, the security contractor at Istanbul Airport, was not authorized under Turkish law to search passengers, and that this requirement would have to be carried out by a state law enforcement authority unless appropriate equipment (explosive trace detection - ETD) were in place. Sahan said that two ETD machines had been ordered, with delivery expected in July. Econoff responded that he would convey TNP's concerns, but that TSA's requirements for added security arrangements were

SIPDIS

firm. Bal ended the meeting by saying that TNP would issued a directive to implement the EA/SD and would try to respond to any problems (passenger delays) that could arise in implementation.

14. (SBU) Topa Toker, Director General for Civil Aviation, told us that additional security measures had already been implemented following the June 29 explosion on a Turkish Airlines (THY) aircraft (ref C). He and his staff said that most of the EA/SD requirements were already in force, but that the 100 percent passenger screening would be very difficult to implement and would cause massive delays given the busy summer travel season. Toker said that THY officials had called the Transport Minister earlier that day to ask him to intervene with TSA to modify the EA/SD requirements. Toker said that 14 ETD devices, to be installed at Turkey's international airports, including two for Istanbul Ataturk Airport, were now in Turkish Customs. He told us that DGCA was working to have this equipment released as soon as possible.

15. (SBU) TSA Paris Representative told us that he had extensively briefed Ataturk Airport officials, and

representatives of THY, Delta and Gozen on the EA/SD, and that full implementation must begin on July 1. THY raised a number of concerns about implementation, and asked for less than 100 percent passenger screening. TSA responded that TSA was prepared to entertain

SIPDIS
alternative proposals to implement the security requirements for the medium-term, but that in the short-term, there could be no flexibility on these requirements. TSA told us that his agency is prepared to lend the Turks ETD equipment for up to 90 days if needed.

16. (SBU) TNP and DGCA told us that the investigation into the June 29 incident (ref C) was continuing. TNP reported that the explosive used was tri-acetone tri-peroxide (TATP).

Edelman